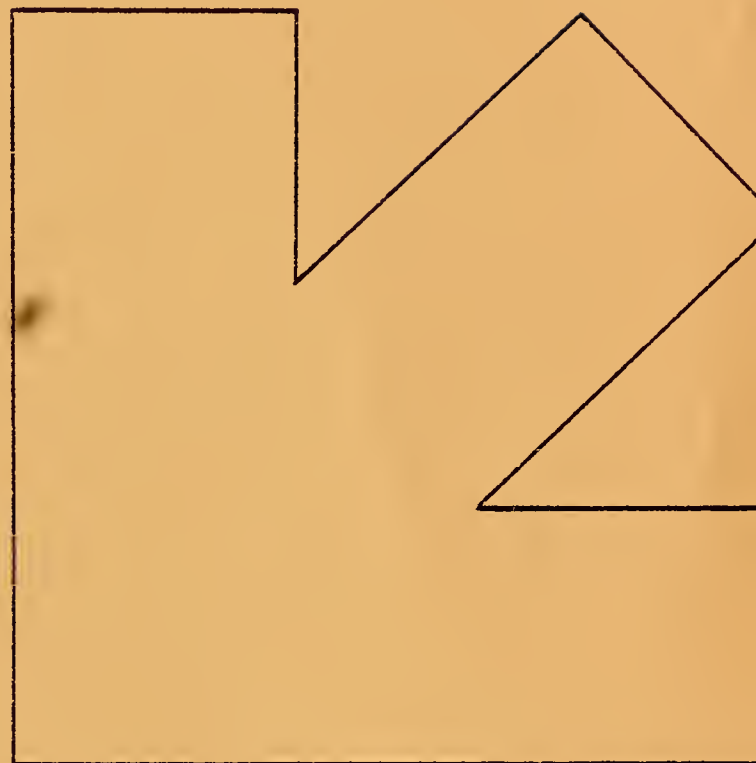
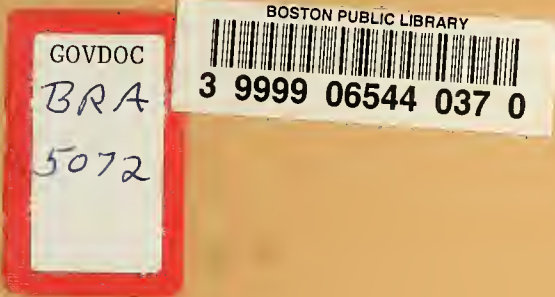


NEIGHBORHOOD STRATEGY AREAS PROGRAM



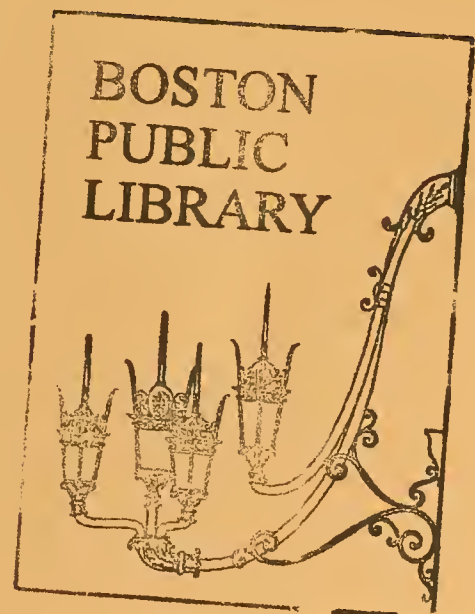
CITY OF BOSTON/Kevin H. White, Mayor



gov 94-705

Chinatown

A Boston Plan Area



South Cove
B 65 MC
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I. OVERVIEW



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A. EXECUTIVE SUMMARY

Boston's Section 8 Neighborhood Strategy Areas Program reinforces a basic City housing policy of rehabilitation and neighborhood preservation. The areas selected for this HUD Demonstration Program are themselves "demonstration" neighborhoods for the City: they are in the Boston Plan, and are among the "Targeted Investment Areas" under the Neighborhood Improvement Program, funded by the Community Development Block Grant and the City's capital budget.

Boston's Neighborhood Strategy Areas Program is a deliverable program. The five neighborhoods selected are a manageable size, and the revitalization strategies are on a scale appropriate to need. Programs for each area have been developed mindful of both the benefits and pitfalls of concentrating resources into a neighborhood. The five proposals focus the Section 8 resources on those structures whose rehabilitation is critical to revitalization.

Below is a summary of the areas selected:

1. The Sav-More neighborhood in Roxbury, the first phase of the Boston Plan for Blue Hill Avenue: The City's Urban Development Action Grant for Blue Hill Avenue, currently under review at HUD, includes a package of housing rehabilitation and homeownership programs for Sav-More. The strategy is to use the Section 8 Program for substantial rehabilitation of the visible, vacant multi-unit structures in the area. Rehabilitation of these buildings will encourage and help to secure other investments made by property owners committed to the neighborhood, and will provide additional housing opportunities and choices. The Section 8 Program will be implemented in two phases, consistent with other programmed investment.
2. A Franklin Field neighborhood, part of the second phase of the Boston Plan for Blue Hill Avenue: This neighborhood includes a Targeted Investment Area under the Neighborhood Improvement Program and recreational areas for which private investments are underway. The strategy is to rehabilitate vacant structures and a surplus school on Blue Hill Avenue which have a negative effect on the adjacent, strong residential neighborhoods. The vacant buildings on the Avenue, visible to those who live in and pass through the corridor, are a symbol of disinvestment. Their improvement will demonstrate that positive change is underway.

3. Cleary Square in Hyde Park, a focus of revitalization efforts under the Hyde Park Boston Plan and the Neighborhood Improvement Program: Hyde Park is a district which has been "losing ground" over the last few years. Historically, a middle-class area of well-kept single family homes with a mostly white population, its racial composition and age levels have shifted significantly in the last 5 years. Public investments have been designed both to improve the physical character of the residential and business district areas and to build the confidence of property owners in the future of Hyde Park. The strategy is to provide badly-needed elderly housing, in a central location near services and shopping, to complement the ongoing investments.
4. A neighborhood in Dorchester, which is a Targeted Investment area under the Neighborhood Improvement Program: The housing stock in this neighborhood is primarily owner-occupied, 1-4 unit, unsubsidized structures. The strategy is to hold this basically sound area by using the Section 8 Program to rehabilitate a limited number of vacant masonry buildings. In addition, the City will initiate a pilot Investor-Owner Rebate Program, for rehabilitation of other rental properties in fair to good condition.
5. Chinatown and Leather District, adjacent to the newly-funded Lafayette Place Action Grant under the City's Boston Plan for Downtown: This area, already subject to development pressures from institutional and commercial interests, could become a target for speculation as a result of interest generated by the UDAG development. The strategy is to provide additional housing units to those currently living in the area in overcrowded and substandard conditions; and to save structurally sound and architecturally significant brick structures which are currently underutilized.

B. ADMINISTRATIVE STRUCTURE

The City's Office of Housing, Development and Construction will have primary responsibility for implementation of the Neighborhood Strategy Areas Program.

Implementation can be broken down into several components:

1. Technical assistance to interested property owners;
2. Review of specific proposals for Section 8;
3. Coordination with MHFA and HUD;
4. Implementation of the Neighborhood Strategy;
5. Relocation.

1. Technical Assistance to Interested Property Owners

Upon HUD approval of designation of Neighborhood Strategy Areas, the City will solicit proposals from interested property owners consistent with Section 881.305(a) of the Regulations. All requests for information and assistance will come to the Office of Housing, Development and Construction.

In accordance with Section 881.305(b) and (c) of the Regulations, the Office of Housing, Development and Construction will provide basic information concerning the special procedures for NSA, including:

- a. A copy of NSA Regulations;
- b. Where Minimum Design Standards for Rehabilitation of Residential Properties or HUD Minimum Property Standards or other applicable standards and regulations may be found;
- c. Requirements and information necessary to enable interested property owners to participate; and
- d. Information about how to obtain financing, mortgage insurance and other assistance available under the Neighborhood Revitalization Plan for the area.
- e. Assistance in the preparation of proposals, to the extent necessary to assure adequate

owner interest and viable proposals.

Staff of the Office of Housing, Development and Construction is knowledgeable about the Section 8 Program, preparation of applications, and HUD processing. In addition, staff will attend HUD Training Sessions later this summer.

2. Review of Specific Proposals

Proposals for Section 8 NSA units will be submitted to the Office of Housing, Development and Construction for review. This Office will solicit comments from the following departments:

- a. Mayor's Office of Public Service (Little City Halls), for community input.
- b. Office of Program Development and Boston Redevelopment Authority, for consistency with neighborhood strategy.
- c. Boston Redevelopment Authority, for financial feasibility and relocation.
- d. Public Facilities Department or Real Property, for City-owned structures.

The Office of Housing, Development and Construction will review the proposals for consistency with the NSA application and the adopted Housing Assistance Plan.

Proposals which are acceptable to the City, according to its review criteria, and which request state financing will be forwarded to MHFA with the City's comments, for review and processing in accordance with MHFA procedures.

Applications will be forwarded by MHFA to HUD for approval, in accordance with HUD Regulations and MHFA procedures. Whenever possible we urge that agency reviews occur simultaneously.

3. Coordination with MHFA and HUD

Coordination with MHFA and HUD will be handled through the Office of Housing, Development and Construction. It is anticipated that such coordination will be ongoing throughout implementation of the NSA Program.

4. Implementation of the Neighborhood Strategy

City departments and offices are structured to enable the City to plan and respond to neighborhood issues and concerns; and to deliver services in a manner responsive to the needs of the community. Short and long range planning at the neighborhood level are carried out by the Mayor's Office of Program Development and the Boston Redevelopment Authority District Planning Staff. Little City Halls across the City provide access to "City Hall," respond to neighborhood concerns, and generally function as the City's point of communication with residents. Citizen participation efforts are carried out through the Little City Halls.

Neighborhood Cabinets have been established, to improve delivery of City services. Staff of line departments* who work in the field are assigned to the Cabinets, chaired by the Little City Hall Managers. The Cabinet is a forum for coordinating delivery of services and surfacing problems.

Housing rehabilitation programs operate out of site offices. Trained Rehabilitation and Finance Specialists are in the offices to provide technical assistance and to check on repairs.

In sum, the City has established a decentralized system of service delivery for the neighborhoods, to ensure maximum ability to respond to the needs of the communities being served. In addition, there is centralized control and coordination through the Neighborhood Development Council.

The Office of Housing, Development and Construction, as the coordinating office for the Neighborhood Strategy Areas Program, is the office to contact concerning implementation of the various phases of the neighborhood revitalization plans.

5. Relocation

The Boston Redevelopment Authority's Office of Relocation will have primary responsibility for providing relocation assistance, if any should be needed. At the present time, no relocation is anticipated.

*Departments such as the Housing Inspection, Parks and Recreation, and Public Works Departments, representatives from Youth Activities Commission.

Consistent with Section 881.303 (d)(7), services will be provided to ensure that minorities, female heads of households, and low income families have the opportunity to take advantage of housing choices outside the areas of minority concentration and low income areas containing an undue concentration of persons receiving housing assistance.

C. SECTION 8 REQUEST

<u>NEIGHBORHOOD STRATEGY AREA</u>	<u>SECTION 8 UNITS</u>		<u>UNIT TYPE</u>	<u>STRUCTURE TYPE</u>	<u>BEDROOM SIZE</u>
1. Roxbury/ Sav-More	60 HFDA 10 HFDA <u>80</u> HFDA		elderly family family	elevator semidetached walkup	1-br 1-br 2-br
Total:	150 HFDA 20 CITY		family	semidetached walkup	2-br
2. Franklin Field	24 HFDA <u>54</u> HFDA		elderly family	elevator semidetached walkup	1-br 2-br
Total:	78 HFDA				
3. Chinatown	65 HFDA 55 HFDA 30 HFDA <u>5</u> HFDA		family family family family	walkup walkup walkup walkup	1-br 2-br 3-br 4-br
Total:	155 HFDA				
4. Hyde Park*	100 HFDA		elderly	elevator	1-br
5. Dorchester	40 HFDA 12 HFDA <u>36</u> HFDA		elderly family family	elevator semidetached walkup	1-br 2-br 3-br
Total:	88 HFDA				

*New construction units

CITY WIDE SUMMARY

<u>UNIT TYPE</u>	<u>NUMBER</u>	<u>PERCENTAGE</u>
Elderly	224	38%
Small Family	296	50%
Large Family	71	12%
Total	<hr/> 591	<hr/> 100%

D. SCHEDULE FOR SUBMISSION OF PROPOSALS

<u>TASK</u>	<u>DAY</u>
1. City notification of NSA's and solicitation of proposals .	1
2. Proposals submitted to the City, by neighborhood:	
a. Sav-More Phase I	30
b. Sav-More Phase II	30
c. Franklin Field	35
d. Dorchester	35
e. Chinatown	45
f. Hyde Park	60
g. Sav-More - City units	to be determined
3. City review of proposals, to be completed within 30 days. Proposals submitted to MHFA/HUD as appropriate.	
a. Sav-More Phase I	60
b. Sav-More Phase II	60
c. Franklin Field	65
d. Dorchester	70
e. Chinatown	75
f. Hyde Park	90
4. MHFA review of proposals requesting state financing (60-day review period is assumed). Submission of proposals to HUD by MHFA:	
a. Sav-More Phase I	120
b. Sav-More Phase II	120
c. Franklin Field	125
d. Dorchester	130
e. Chinatown	135
f. Hyde Park	150

All proposals requesting FHA insurance will be submitted to HUD following review by the City.
City notification of NSAs will be published within two weeks of notification by HUD of areas selected.

E. ELIGIBILITY OF AREAS SELECTED

The proposed Neighborhood Strategy Areas are residential areas in which concentrated public and private investments are being, and will continue to be, carried out in a coordinated manner to achieve neighborhood revitalization. Sections IV and V of each proposal (Neighborhood Revitalization Plan and Housing Revitalization Plan) describe activities underway and planned.

The proposed Neighborhood Strategy Areas are of manageable size and condition, such that revitalization can be achieved. Revitalization plans have been developed on a scale consistent with each area's needs.

Community development and capital budget funds will continue to be targeted to the Neighborhood Strategy Areas under the City's Neighborhood Improvement Program. As in most communities, planning and programming of these funds are carried out on an annual basis. Therefore, the specific activities and funding levels for future years' programs can only be estimated.

In addition, there are several housing programs whose funds may be "targeted" to Neighborhood Strategy Areas, including: State Section 707 Rental Assistance funds, mortgage assistance under the Massachusetts Home Mortgage Finance Agency, rehabilitation funds under the federal Section 312 Loan Program. The City will be exploring the feasibility and advisability of using these programs in the Neighborhood Strategy Areas, over and above existing levels of activity.

Programs for these five "demonstration" neighborhoods will be developed and implemented on an ongoing basis over the next five years. Future investments will be designed to respond to the changing needs and character of each area. The City's policy is to strike a balance; to concentrate resources as a catalyst for revitalization, but to program resources throughout the City, to retain the fabric of the larger community.

CHINATOWN

CHINATOWN/LEATHER DISTRICT

I. INTRODUCTION

The City proposes the Neighborhood Strategy Area designation for a section of the downtown including Chinatown and the Leather District. This area is characterized by mixed land use including residential, commercial, warehousing and light industrial operations.

Chinatown's future has been somewhat jeopardized by the encroachment of downtown commercial development, the institutional expansion by Tufts New England Medical Center, and major roadway expansion. And real estate in Chinatown is subject to speculation, as a result of the recently-funded Urban Development Action Grant for Lafayette Place. The community views these trends with concern, because language problems and cultural traditions make many of the Chinese dependent on the services which can only be provided by a centralized Chinatown.

The City is working to promote the continuity of the Chinese community in Chinatown and is encouraging the community efforts to expand its present boundaries to cope with the need for additional space for residential, commercial, and industrial uses. The need for additional housing is demonstrated by the fact that 78% of the housing units in Chinatown are overcrowded. The City's strategy is to use the Neighborhood Strategy Areas Program as a vehicle to address the critical need for additional residential units and commercial space. This program, in conjunction with others, can be used to protect the Chinese community by minimizing the effects of speculation and displacement.

Adjacent to Chinatown is the Leather District which contains buildings of considerable architectural merit which should be preserved. The proximity of this area to the heart of the Financial District makes the land ripe for speculation. Already, some buildings have been razed in order to prepare sites for new development. Recently, artists have discovered the loft spaces and have moved into this area. An expanded residential use in the neighborhood will discourage the demolition of buildings which today form a very attractive streetscape a few blocks from the high rise developments downtown.

The Leather District today resembles New York's SoHo district during the late 1960's. There artists sought out cheap, vacant loft spaces in a declining commercial district and created attractive working/living spaces. Their pioneering was followed by more loft builders along with boutiques, restaurants and galleries. This resulted in the transformation of a neighborhood into a fashionable place to live. As a result, many artists can no longer afford the high rents which the space commands today.

With an eye on the SoHo experience the City of Boston seeks to help artists and other low income people to find housing in the Leather District and retain that housing even when the competing demand from middle and upper income people forces up rental prices. It is hoped that the Neighborhood Strategy Area designation will address the gentrification problem before it can happen in the Leather District.

In sum, the City's goal is to use this Section 8 Program to preserve and expand housing opportunities in the face of rising property values, for low and moderate income persons in two downtown locations which each offer unique living environments.

II. DEMOGRAPHIC AND PHYSICAL CHARACTERISTICS

A. Physical Characteristics

Boston's Chinatown is the fourth largest Chinatown in the nation. The Chinese first settled in this neighborhood in the late 1880's. The area had previously housed successive waves of Irish, Italian, Jewish and Syrian immigrants who sought inexpensive housing adjacent to places of employment. Many tenement buildings in Chinatown were remodelled following World War II to allow restaurant and retail use on the first floor.

Today, "Chinatown" includes a section of the City known as South Cove. Buildings in Chinatown/South Cove are typically three to five story structures containing commercial or restaurant space on the first floor with apartments above. This pattern changes on the northern edge where several large warehouse buildings abut narrow streets. Again the typical pattern is varied at the southern edge of Chinatown-South Cove where the urban renewal program brought about the construction of two high rise housing developments, Mass Pike Towers and Tai Tung Village. Nearby is the recently-completed Quincy Tower elderly development and the Quincy Community School.

Buildings in the target area in Chinatown are in varying stages of repair. Residential units vary in rent from \$35 per month in Chinese Merchants' Association buildings to \$450 per month for a three bedroom unit recently rehabilitated on Edinboro Street. The low rent charged in many of the buildings leaves the building owners little money for improvements and maintenance. The overcrowded conditions in these dwellings, far in excess of the City norm, cause additional wear and tear to the buildings. Most of the buildings in Chinatown are owned by Chinese with the exception of the several large warehouse structures. Only about 5% of the buildings are owner-occupied.

It is expected that the residential development under NSA will be for low, moderate, and middle income households. There is an increasing demand for housing units in Chinatown which is exacerbated by the growing number of immigrants coming into Boston* and the fact that over 400 housing units formerly in Chinatown-South Cove were eliminated because of institutional expansion or the construction of major roadway networks. The construction of Mass Pike Towers, Tai Tung Village and Quincy Tower have replaced some of the housing lost but has not filled the demand for additional units.

* In the past, strict immigration regulations resulted in new immigrants being primarily adult males; today, entire families are coming to Chinatown seeking shelter.

Although the predominant need in Chinatown is for low-income housing, there is a demand for quality residential space at market rate from Chinese-Americans who, in the past, have moved out of Chinatown to the suburbs to find attractive living space. The NSA development could bring some of these people back to Chinatown. This would provide a healthy income mix within the community and would enable these higher income families to enjoy proximity to friends, relatives, and specialized shopping needs in Chinatown.

The Leather District is an eight-block area in downtown Boston separated from Chinatown by the Central Artery and bounded by Kneeland Street, Atlantic Avenue and Essex Street. The buildings in the area are generally four to six stories in height and built of fire-proof or heavy timber construction in the last 1800's. In the past, this area was occupied by leather merchants for both the manufacture and wholesale distribution of shoes and other leather products. There are three prevailing types of buildings in the District, most of them in sound condition. There are large buildings which remain viable as industrial/commercial properties in spite of the decline in domestic shoe manufacture. Second, there are about forty small rowhouse buildings 20 to 30 feet wide and 60 to 70 feet deep with large windows on both the street and alley elevations. Third, there are several medium-sized buildings, similar in construction and appearance to the rowhouses but wider and having intermediate columns. These buildings, if occupied, have a ground floor office/retail space and cold storage above. The demand for this type of multiple floor storage space has declined and many of the buildings are empty.

Recently, artists have been attracted to the area because of the availability of large, open and well-lighted loft space on the upper floors at minimal rent. The Leather District is zoned a manufacturing district and conventional residential use is therefore prohibited. However, the Zoning Board of Appeals has granted individual conditional use permits to allow residential use under very rigid guidelines. The use is granted for 25% of the floor area of a building which is 5,000 square feet or less. This residential occupancy permit assumes that the remaining 75% of the floor area is used for manufacturing or commercial use and that the entire building is brought up to the standards of the City Building Code.

A preliminary survey of the Leather District shows a total of 300,000 square feet of prime commercial space and 1,300,000 square feet of upper floor space. Some of the buildings are for sale at this time. There are about 26 different owners of the 52 parcels with one owner holding 11 properties.

In addition to the interest in the Leather District demonstrated by artists, the Chinese community has studied the buildings with the idea of creating additional commercial, industrial, and residential space. The City is now analyzing the zoning changes needed to accommodate the residential uses sought by both artists and the Chinese community.

B. Demographic Characteristics

Demographic statistics for Chinatown-South Cove, in which the major portion of the proposed Neighborhood Strategy Area lies, are difficult to obtain because the small size of the area precludes the neighborhood from being treated as a single census tract by the U.S. Census Bureau. In addition, surveys are not accurate because of the number of illegal aliens residing in the neighborhood, and an inherent reluctance of many residents to be involved in surveys.

For planning purposes the City uses the following demographic information.

	<u>South Cove</u>	<u>Chinatown</u>	<u>District</u>	<u>City</u>
Population				
1975 Estimate	1,900	900	2,800	637,986
Median Family				
Income, 1970	\$5,100	\$5,100	\$5,100	\$ 9,133
Percentage of				
Families with				
income less than				
\$5,000, 1970	48%	48%	48%	22%
Total Dwelling Units	1,000	250	1,250	232,856

The resident population is for the most part Chinese living in rental housing consisting primarily of buildings with 5 to 9 housing units. The population includes 18% under age 18 and 14% over 62 years. The incomes of single person households of unrelated individuals are lower than those for families.

Boston Chinese Family Income (1969 dollars)*

<u>Income</u>	<u>Percent of Chinese Families</u>	<u>City-Wide</u>
0-\$4,999	33.3%	21.8
5,000-9,999	40.6%	34.4
10,000-14,999	16.6%	25.7
\$15,000+	9.2%	18.1

At the time of the 1970 U.S. Census, a few artists resided in loft spaces in the Leather District. Thus, demographic information is very limited. It is estimated that about fifty artists reside there at present.

* BRA survey of the Chinatown-South Cove residents.

III. CONFORMANCE WITH SITE AND NEIGHBORHOOD STANDARDS AND ENVIRONMENTAL STANDARDS: FEASIBILITY OF REHABILITATION

A. Adequate Utilities and Streets

The utilities servicing the area have been determined adequate for residential use. The City's water and sewer systems are more than ample for domestic flow. For both sanitary and storm drainage, the minimum pipe diameter is 10". Private utility companies supply electricity and gas. Boston Edison provides 120 amp service on a regular basis and 220 service upon request. Street reconstruction, including sidewalks and new street lighting, have been a high priority within the City's Capital Improvement Program.

B. Compliance with Fair Housing; Promotion of Greater Choice of Housing Opportunities

Because of the urban renewal activities in the South Cove and the construction of right-of-way for the Mass Turnpike Extension, much of the housing stock in the Chinatown area has been lost. As a result, there is a considerable demand within the existing Chinese community for new housing units in the area. There are some new and rehabilitated units in the Chinatown-South Cove community which received financing through the HUD Section 236 program and from the Massachusetts Housing Finance Agency.

Tenant selection in Mass Pike Towers and Tai Tung Village, both Section 236 developments in a renewal area, followed a priority pattern in which Chinese displaced under the South Cove Urban Renewal Program received first preference. Others displaced under urban renewal had second preference. These were followed by families residing in substandard buildings and finally by the elderly. At the opening, 90% of the tenants were Chinese and 10% non-Chinese. The developments, including Quincy Towers and Chauncey Apartments which received MHFA financing, were advertised openly. In Quincy Towers, which opened in Fall 1977, about 2/3 of its tenants are Chinese from other parts of Chinatown with the remaining 1/3 non-Chinese. In short, housing is available to all, but Chinese tenants predominate because they are the people choosing to reside in Chinatown.

Although much of the new and rehabilitated housing created recently in the Chinatown community has been subsidized, there is not an undue concentration of assisted persons in the area. Many of the people residing in these units already lived in Chinatown-South Cove before the Urban Renewal project razed their deteriorated dwelling units.

Chinatown is a special neighborhood in which additional, subsidized housing is still needed. Because of the language barrier, new Chinese immigrants seek housing in Chinatown because it is there that most job opportunities exist for them. There also they can find the groceries they need, the social services and culture to help them become settled in a strange land. With limited job opportunities, and the traditionally low-paying jobs available to non-English speaking Chinese, these immigrants cannot afford market rents. They will move in with family or friends, thereby creating additional overcrowding, or they will seek subsidized housing. The presence of such a large number of "assisted persons" is not the problem in Chinatown which it often presents in other neighborhoods. It is recognized as a social necessity. Furthermore, it is not unlike the dense concentrations of people in Taiwan or Hong Kong from which many of the residents have immigrated. In the Leather District the NSA program would insure low-income people of the availability of housing even if the neighborhood becomes a fashionable place for upper income residents. There will not be an undue concentration of low income people there.

C. Environmental Conditions

Although there is a problem of inferior air quality in Chinatown and the Leather District as in other parts of the Boston core, HUD has allowed construction of three major housing developments in the last eight years. In the past, violations of ambient carbon monoxide air quality standards have been observed. The proximity to two major commuter routes, the Southeast Expressway and the Mass Turnpike Extension is a contributing factor to this problem. These conditions notwithstanding, the City is confident that mitigating measures can be employed to meet HUD's environmental standards.

Development in Chinatown would include construction techniques designed to minimize the impact of air pollutants on new residents. The buildings will be climate-controlled so that residents will not be exposed to the carbon monoxide when inside the building.

Noise levels from the constant traffic on the expressways, the trucks serving the adjacent garment industry and commercial enterprises on and around Beach Street must be addressed. Development will include additional insulation to buffer this noise and the use of artificial ventilation will eliminate the need for open windows.

Vehicular traffic through Chinatown causes much of the air and noise pollution and if regulated could result in a substantially improved living environment. Although streets in the area are generally in satisfactory condition, those in Chinatown serve many purposes besides moving vehicular traffic. Since off-street parking and service areas are in short supply, the streets become loading areas for grocery stores, restaurants, bus pick up/drop off stops for workers in outlying restaurants as well as centers for socializing. Streets in Chinatown were not built to be both vehicular thoroughfares, garbage collection points and social centers. They are narrow streets and because of the multiple uses, are frequently congested.

Because of problems at the intersection of Kneeland Street and the Surface Artery, through traffic uses Harrison Avenue and Beach Street as a bypass.

One of the most important projects to the Chinese community, the construction of a Chinese ceremonial gateway at Beach Street and Hudson Street, will result in the narrowing of Beach Street to one lane at the Surface Artery. The City is working at present to obtain funds in order to construct the Gateway within the next five years. Eventually, Beach Street will be closed to traffic completely at this point. With only one lane, Beach Street will lose its appeal to the through-commuter and Beach Street will return to its intended "local" use. This will cut down substantially on both the noise and the negative air quality in the Beach Street-Edinboro area. An adjunct to the Gateway will be landscaped sitting areas on either side. The trees planted in these areas will further improve ambient air quality.

Development of buildings which might be made possible through the NSA program should have no adverse effect on air quality or water quality. During construction, the contractor will be advised to control dust and debris thorough continuous wetting. Further, there will be restrictions placed on the noise emitted from the construction site.

Water and sewerage will be discharged into City of Boston lines so there will be no water pollution emanating from the development. The existing public utility lines have sufficient capacity to accommodate additional residential/commercial development.

D. Consistency with Housing Assistance Program

The proposal is consistent with the HAP; the area lies within Census Tract 701.

E. Access to Services, Employment

Chinatown and the Leather District are ideally located in terms of access to all kinds of activities as well as public transportation. With Beach Street being the heart of the Chinese business district, residents will need only walk a short distance to the many Chinese grocery and specialty stores. Also within easy walking distance is the City's retail core including Jordan Marsh and Filene's.

The New Quincy Community School is nearby. The school contains the Chinatown-South Cove Little City Hall office, the South Cove Community Health Center and a swimming pool and gymnasium open for community use. In addition, the Community School offers special classes for adults as well as after-school day care for children. Next to the school is the recently opened Quincy Towers, a 162-unit apartment building for the elderly and handicapped. The South Cove Golden Age Center is located in the building and has a variety of social programs and a hot lunch program for the elderly.

Pagoda Park is located between Chinatown/South Cove and the Leather District. This facility offers basketball and volleyball courts.

The NSA is conveniently located adjacent to the Downtown core, and therefore a variety of job opportunities are available within walking distance. The Lafayette Place development will provide both construction and permanent job opportunities. Since many Chinese are confined to restaurant and stitching jobs because of the language barrier, the location of the NSA in close proximity to the Beach Street restaurant area and garment manufacturing buildings is ideal. Chinese speaking workers have also found jobs in electronics assembly. Teredyne, a growing firm in the electronics industry, has a major facility within the Leather District.

F. Access to Transportation

There is public transportation available within easy walking distance. Subway connections to all points are nearby and commuter buses to outlying areas pick up passengers behind Jordan Marsh, again a convenient walk. Nearby South Station offers commuter rail service to the south of Boston.

G. Relocation

Buildings in the NSA which might be converted from warehouse/manufacturing use to commercial/residential use have some tenants at present who use the buildings for storage. If such buildings are used under the Program, tenants would be offered the standard relocation assistance in order to expedite the conversion.

H. Flood Hazard Area

Chinatown and the Leather District lies outside the Flood Hazard Area, and therefore the developers need not institute any precautionary construction techniques to deal with flood hazards.

I. Feasibility of Rehabilitation

Rehabilitation of structures is feasible; buildings are structurally sound. The financial resources from the Section 8 Program, and the development of a special community development housing program, make rehabilitation financially feasible.

IV. NEIGHBORHOOD REVITALIZATION PLAN

A. Traffic Congestion

Plans to alleviate traffic congestion were described in connection with the Chinese Gateway. Once Beach Street is returned to its designated local street use, some of the traffic will be removed. This will in turn reduce air and noise pollution.

City officials are working on plans to facilitate the Gateway Construction. The plan calls for changing the direction of traffic on Edinboro Street. As a result the street will be primarily a service road for the buildings on that street. Traffic from Essex Street will travel southbound on Kingston and make a loop back northbound at Edinboro Street. Some of the Edinboro Street right-of-way at the Beach Street end will be converted to a pedestrian street. Trees and shrubs will be installed in planters preventing cars from entering Edinboro Street from Beach Street. There will be an emergency lane provided for official vehicles.

The Gateway will address another deficiency in Chinatown, the shortage of green open space. The sitting areas adjacent to the Gateway will be a refreshing green oasis in the heavily built up Chinatown. They will provide a pleasant spot for the socializing which occurs so often now on the sidewalks on Beach Street.

B. Parking Lot Blight

Within the NSA is the long-proposed Lafayette Place Development. In the past ten years, several buildings were razed under the Bedford-West Urban Renewal Project. These buildings have been replaced by unsightly parking lots which project an image of neglect. The uncertainty over the future of this area has led to disinvestment on the part of building owners, the cancelling of leases by higher quality retailers and a general decline of the area.

Now, however, the construction of Lafayette Place appears likely with the assistance of a HUD UDAG which will result in a new underground parking structure with air rights for a 450 room hotel and retail center and the renovation of another parking structure. This investment taking place on the site of some temporary parking lots will have a significant impact on the surrounding area. Property values will increase and marginal operations will be replaced by some uses appealing to Lafayette Place patrons. Construction on the underground garage is scheduled to begin in the Fall of 1978. Completion of the complex is scheduled for Fall of 1981.

C. Deteriorated Street Conditions

Both Essex Street and Beach Street are deteriorated and in need of repairs. Essex Street was a "high priority" candidate for Urban Systems funding until the development of the Lafayette Place became too uncertain. Now that UDAG funding is guaranteed for Lafayette Place, the City has moved Essex Street back to the "high priority" category.

As a local street, Beach Street is not eligible for Urban Systems funding. However, the City is now studying the conditions of Beach Street to determine the extent of reconstruction work which is necessary between the Surface Artery and Harrison Avenue. Preliminary estimates suggest that \$15,000-\$20,000 would cover resurfacing the right of way, the construction of new, and in some cases wider, side-walks, signs and trees. The project could be funded by Community Development Block Grant monies or a special project for Chinatown. The City is now analyzing the condition of streets in the Leather District to prepare a comprehensive street improvement program for that section of the proposed NSA.

D. Combat Zone Improvements

Chinatown tourist traffic is discouraged at the present time by the proximity of Chinese restaurants and gift shops to the Combat Zone, Boston's "Adult Entertainment District". The City has recently begun a multi-faceted program to control activities in the Combat Zone so as to minimize problems. Heavy police patrolling and a crackdown on liquor licensing enforcement has had a positive impact. In addition, the BRA is now studying the area to make recommendations on its future and how to eliminate the adverse effect which the Zone has on surrounding developments. Although the study is in a preliminary stage, it appears likely that there will be a recommendation of a combination of public and private investment in the Combat Zone over the next few years which will upgrade the overall environment both in the Zone and the surrounding areas.

Summary of Public Investment

<u>Project</u>	<u>Cost</u>	<u>Source</u>	<u>Construction Schedule</u>
Lafayette Place			
Land Acquisition	\$7.6 mil	UDAG	Spring 1978
Demolition	1.2 mil	City Funds	Spring 1978
Parking Garage			
Const. 900 Cars	11.2 mil	City Funds	Fall 1978-Fall 1979
Parking Garage			
Renovations-600			
Cars	.4 mil	City Funds	Fall 1978-Fall 1979
Essex Street Recon.	2.0 mil	Urban Systems(?)	
Beach Street Recon.	\$15,000	CDBG (?)	
Gateway	\$275,000	CDBG (?)	

E. Private Investment

The willingness of the private sector to invest \$41,250,000 in the Lafayette Place development demonstrates confidence in this neighborhood's future. Some of that investment will be made as soon as the City begins construction of the underground parking garage in the Fall of 1978. The developer, Mondev International, will finance part of the foundation costs since the hotel and retail development will be built on the air rights over the parking garage.

Other private investment in and around the Chinatown Neighborhood Strategy Area includes a 20-unit residential rehabilitation project recently completed by the Chinese Merchants Association on Oxford Street, scattered storefront improvements along Beach Street, the purchase of a major block on Washington Street by a Chinese entrepreneur, and the rehabilitation of two major buildings in the Leather District by Teradyne.

In addition, Tufts New England Medical Center will begin construction shortly on a \$38 million Pediatrics Building and a \$20 million nutrition center, the latter in conjunction with the U.S. Department of Agriculture.

V. HOUSING REVITALIZATION PLAN

Both Chinatown and the Leather District lie in Census Tract 701, although they are in different block groups within the census tract. Fewer than half of the 787 housing units that appear in Block Group 3 in the 1970 Census are in Chinatown. Within the Chinatown section of the NSA target area there are about 240 residential units in approximately 30 structures. Some 140 of these units have been rehabilitated in the last five years. Of the remaining, 25 need rehabilitation of \$1,000 per unit, 45 need rehabilitation of \$3,000 per unit, and 30 need gut rehabilitation.

The City is developing a special CDBG housing program to address the particular needs of Chinatown. The Housing Improvement Program offered elsewhere in the City is inappropriate in Chinatown, because of the lack of owner-occupants. The Chinatown program will be proposed for future year's block grant funding.

HOUSING CONDITIONS

TOTAL STRUCTURES	30
TOTAL UNITS	240
EXCELLENT CONDITION	140
Avg. \$500/unit rehabilitation	
GOOD CONDITION	
Avg. \$1,000/unit rehabilitation	25
FAIR CONDITION	
Avg. \$3,000/unit rehabilitation	45
POOR CONDITION	
Avg. \$5,000/unit rehabilitation	30

The special housing program for Chinatown will focus on the units listed as being in good and fair condition. In addition, the City will be discussing with the Department of Community Affairs the feasibility of using the Section 707 Rental Assistance Program in Chinatown.

The top priority for the limited Section 8 Substantial Rehabilitation units for Chinatown is the creation of additional housing units.

RENT LEVELS

According to the 1969 Boston Area Survey and the Diagnostic Report of Residents to be Relocated, South Cove Urban Renewal Project carried out by the BRA; rent levels in Chinatown were distributed in the following manner:

<u>MONTHLY RENT</u>	<u>% POPULATION</u>
\$20	1%
\$20-39	28
\$40-59	13
\$60-79	22
\$80-99	20
\$100-119	15
\$120+	1
	<u>100%</u>
	=====

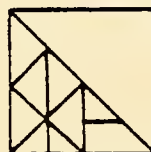
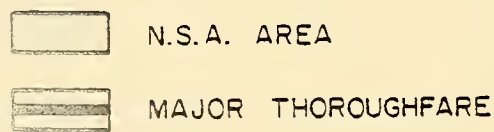
VI. CITIZEN PARTICIPATION

The Chinese community and local organizations have been involved in the development of the City's programs and strategy for Chinatown. This involvement has been coordinated through the Little City Hall in Chinatown and the Boston Redevelopment Authority staff - both the Chinatown district planner and the development team for Lafayette Place.

The community will continue to be involved in the implementation of programs and the future development of new programs.



LOCATION OF N.S.A.




CHINATOWN -
LEATHER DISTRICT

0 135 270 540 FEET





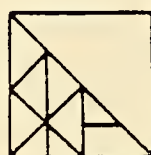
 COMMERCIAL - OFFICE - WAREHOUSE /
SOME MANUFACTURE

 MIXED - COMMERCIAL & RESIDENTIAL

 RESIDENTIAL

 COMMUNITY FACILITIES

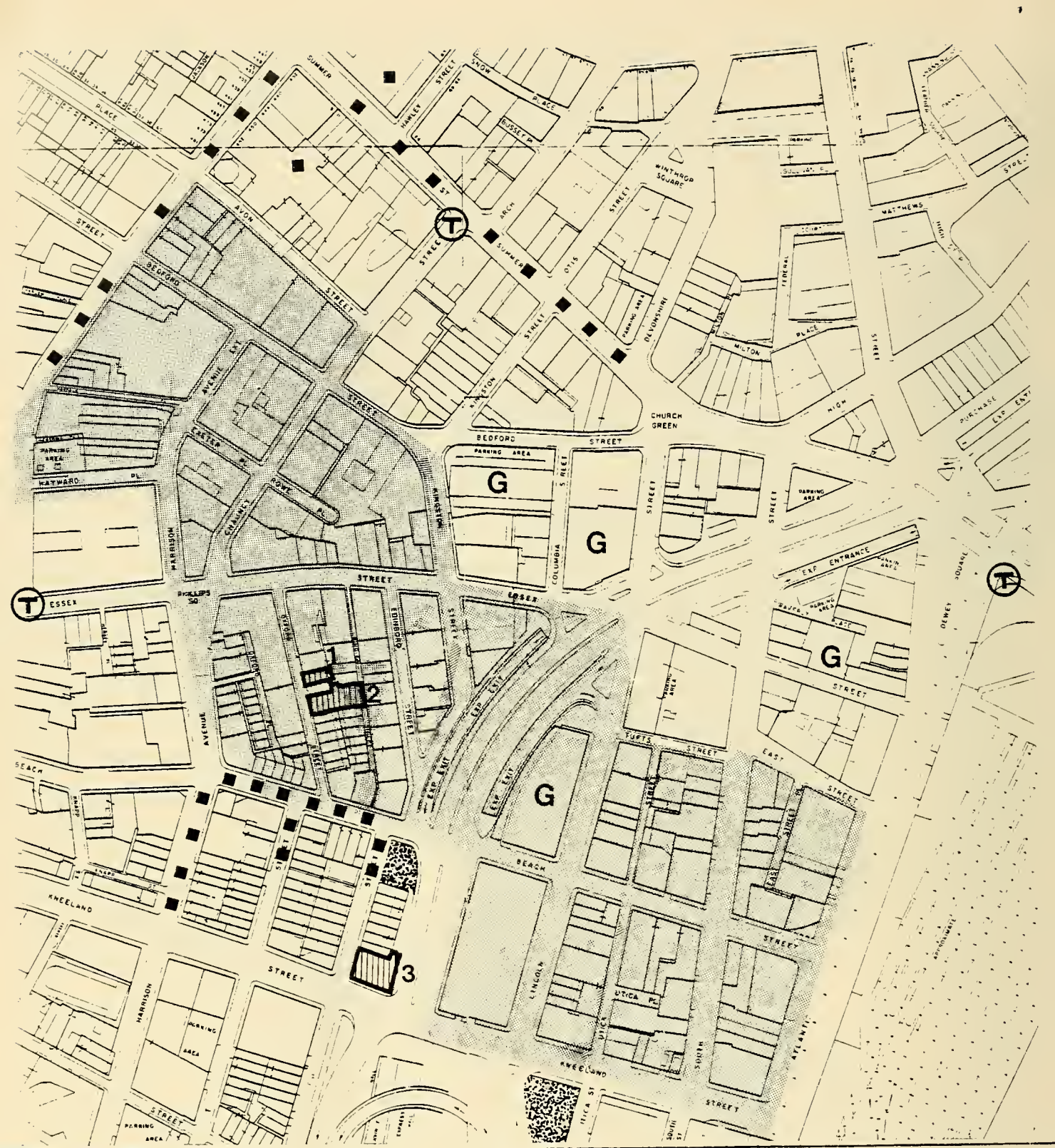
LAND USE



CHINATOWN -
LEATHER DISTRICT

0 135 270 540 FEET





RECREATION



TRANSIT STOPS



COMMUNITY FACILITIES



SHOPPING

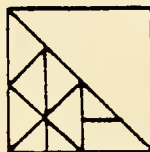


GARAGE

COMMUNITY FACILITIES

1. CHINESE CONSOLIDATED BENEVOLENT ASSOCIATION
2. K.O.W. QUONG SCHOOL
3. CHINESE MERCHANTS' ASSOCIATION

ACCESSIBILITY



CHINATOWN -
LEATHER DISTRICT

0 135 270 540 FEET





